Central Road Fund for Orissa

1791. SHRI PRAVAT KUMAR SAMANTARY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that his Ministry had informed the Government of Orissa on 3rd January, 1989 about accrue amount of Rs. 5.IB cro-res in relation to Central Road Fund payable to State for the year 1989-90;

(b) if so, whether the said amount has been released to State Government for the referred year and the subsequent year; and

(c) if not, what are the reasons therefor?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNIKRISHNAN): (a) to (c) Yes, Sir. As the actual augmentation of the Central Road Fund against which the proposals were invited, has not yet taken place, further processing has not been done.

Private parties to operate Steamer service between Bombay and Goa

1792. SHRI JOHN F. FERNANDAS: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the names of two private parties which have valid NOC to obtain two Catamaran vessels and also the names of other two parties whose licences have expired; and

(b) what is the source from where the above parties will acquire these Catamaran vessels and if these are to be imported, the terms of conditions for their operations between Goa and Bombay?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNIKRISHNAN): (a) M/s. Satya Giri Shipping Company Limited, Bombay and M/s. Link On Sea Link, Bombay have government permission to acquire High Speed Boats/Catamaran till 5.9.1990 and 26.12.1990, respectively. Acquisition permission given to M/s. Binkam Shipping Pvt. Limited expired on 28th February, 1990. M/s. Great Eastern Shipping Company Limited, who were given permission to acquire two Hovercrafts, have withdrawn from the project.

(b) M/s. Satya Giri Shipping Company Limited propose *to* acquire High Speed Passenger Boats from Australia. M/s. Link On Sea Link Pvt. Limited have indicated in their application acquisition of Catamaran from Norway. The main terms and conditions, among others, for their operations between Goa and Bombay **are:—**

(i) The company should provide basic passenger amenities like lounge, ticket office, Restaurant facilities *etc.*

(ii) The company should ensure the necessary 'facilities at both ends for the convenience of the passengers.

(iii) The company should ensure facilities for repair/maintenance of the Catamaran/High Speed Boats.

(iv) The company should obtain the required clearance/approval from the concerned State Governments or other agencies as may **be** required for operating the passenger service.

(v) The fare structure and the terms and conditions for carriage of passengers would be subject to the approval of the Government of India/Director General of Shipping.

(vi) The company should satisfy Director General of Shipping specifically about the adequacy of the embarkation/disembarkation facilities arranged by them for operating this service.

(vii) The vessels will operate only after issue of necessary Certificates by the Principal Officer, Mercantile Marine Department, Bombay.

(viii) The Crew are not required to stay on board beyond their duty hours.

(ix) The vessels shall carry radio, telephonic equipment to keep in communication with Goa and Bombay and that both these stations shall remain on watch continuously when the ships are at sea,

(x) The vessels shall be manned by two Masters. Vessels can ply only during day time.

(xi) Instructions approved by Director General of Shipping relating to action to be taken in case of emergencies such as engine failure, fire, collision, grounding, etc. would be followed by the company.

Reconstitution of Telephone Advisory Committee for Goa

1793. SHRI JOHN F. FERNANDES: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are awareof*a* the fact that no Telephone Advisory Committee has been constituted for Goa for over one year;

(b) if so, by when Government are likely to reconstitute this Committee; and

(c) what are the reasons for this delay?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISH-RA): (a) Yes, Sir.

(b) and (c) The policy of constitution of various Telecom/Telephone Advisory Committees was under re-View. The review has since been completed. Goa Telephone Advisory Committee will be reconstituted soon.

राष्ट्रीय राजमार्गों का घटिया अनुरक्षण

1972. **श्री राम जेठमलानी :**
सरदार जगजीत सिंह अरोड़ा :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश में राष्ट्रीय राजमार्गों के घटिया अनुरक्षण के कारण प्रति वर्ष भारी हानि हो रही है ;

(ख) क्या सरकार ने इस हानि की राशि का आकलन किया है, यदि हां, तो इस प्रकार आकलित की गई राशि कितनी है; और

(ग) क्या यह भी सच है कि पर्याप्त कोष के अभाव में सरकार इन सड़कों का अनुरक्षण उचित प्रकार से नहीं कर पाती है ?

जल भूतल परिवहन मंत्री (श्री के०पी उन्नीकृष्णन) : (क) और (ख)

योजना आयोग ने आठवीं पंचवर्षीय योजना (1990–95) के लिये सड़कों के संबंध में एक कार्यदल का गठन किया था। इस दल की रिपोर्ट के अनुसार, राष्ट्रीय राजमार्गों समेत सड़कों की खराब हालत के कारण इस समय अर्थव्यवस्था को प्रतिवर्ष लगभग 6000 करोड़ रु० की अनुमानित हानि हो रही है ।

(ग) वित्तीय अभाव के भीतर, राष्ट्रीय राजमार्गों को यातायात के योग्य हालत में रखा जा रहा है ।

स्वर्ण मंदिर का सुन्दर बनाया जाना

1795. **श्री राम जेठमलानी :**
सरदार जगजीत सिंह अरोड़ा :

क्या गृह मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार अमृतसर स्थित स्वर्ण मन्दिर के बाहरी